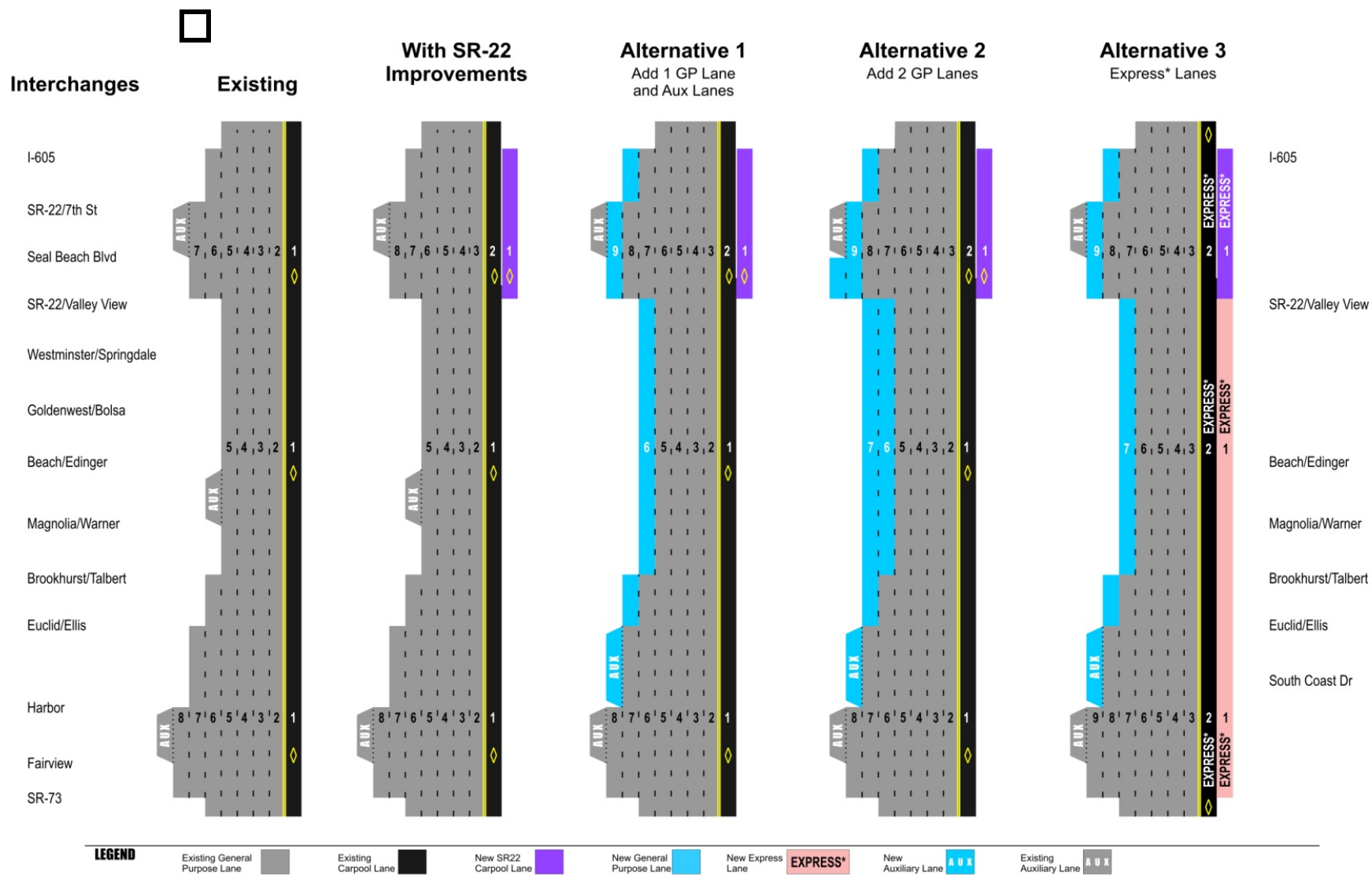


PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation



Type of Project <i>(use Table 1 on instruction sheet)</i> Change to Existing State Highway Reconfigure Existing Interchange				
County Orange	Narrative Location/Route & Postmiles The I-405 Improvement Project is located in Orange County on Route I-405 between SR-73 (PM 10.3) and I-605 (PM 24.1). I-405 is considered a bypass route to the Interstate 5 (I-5) Santa Ana/Golden State Freeway through Orange County and an important component of the County's transportation system. I-405 is a controlled access facility with a fenced ROW separated by grade from crossing traffic, with vehicular access limited to interchanges. Within the project area, I-405 crosses (or is adjacent to) residential, commercial, recreational, and industrial urbanized uses that have developed directly up to the Caltrans ROW boundary.			
Caltrans Projects – EA# OH1000				
Lead Agency: California Department of Transportation				
Contact Person Reza Aurasteh	Phone# (949) 724-2738	Email reza_aurasteh@dot.ca.	Fax (949) 724-2256	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	X EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: December 2012				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	X Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	Mar 2009	Jan 2013	July 2014	Mar 2018
End	Dec 2012	Mar 2017	July 2017	Mar 2023
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purposes of the project can be defined as follows: <ul style="list-style-type: none"> • Add capacity and reduce congestion on the GP and HOV lanes along the entire I-405 corridor from SR-73 to I-605; • Enhance interchange operations; • Increase mobility, improve trip reliability, maximize throughput, and optimize operations; • Implement strategies that ensure the earliest project delivery; and • Enhance safety. 				

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

I-405 provides access between cities in Orange and Los Angeles Counties. It is used for commuting and inter-regional travel, along with direct and indirect access to employment centers, recreational attractions, shopping malls, medical centers, universities, airports, and other land uses. A segment of the freeway in the northern portion of the project area is one of the heaviest travelled in the nation.

Residential land uses generally border the project site throughout the length of the corridor. Other nearby land uses include parks, agriculture, schools, malls, and commercial buildings. Diesel traffic on the I-405 is generally related to commercial land uses in the project area. Additional heavy-duty truck trips are related to industrial land uses, including the Ports of Los Angeles and Long Beach and refineries.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Table 1: AADT - Opening Year (2020)**

Study Segment	No Build			Build		
	Total AADT	Truck AADT	Truck %	Total AADT	Truck AADT	Truck %
SR-22 East to I-605	408,000	12,240	3	454,000	13,620	3
Brookhurst to SR-22 East	279,000	9,765	3.5	310,000	10,850	3.5
SR-73 to Brookhurst	338,000	11,830	3.5	375,000	13,125	3.5

Table 2: Peak Hour LOS - Opening Year (2020)

Study Segment	No Build				Build			
	AM		PM		AM		PM	
	NB	SB	NB	SB	NB	SB	NB	SB
SR-22 East to I-605	F	F	F	F	D	F	E	D
Brookhurst to SR-22 East	F	F	F	F	D	D	E	E
SR-73 to Brookhurst	F	F	F	F	E	E	E	E

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Table 3: AADT - Horizon Year (2040)**

Study Segment	No Build			Build		
	Total AADT	Truck AADT	Truck %	Total AADT	Truck AADT	Truck %
SR-22 East to I-605	434,000	13,020	3	509,000	15,270	3
Brookhurst to SR-22 East	294,000	10,290	3.5	344,000	12,040	3.5
SR-73 to Brookhurst	358,000	12,530	3.5	419,000	14,665	3.5

Table 4: Peak Hour LOS - Horizon Year (2040)								
Study Segment	No Build				Build			
	AM		PM		AM		PM	
	NB	SB	NB	SB	NB	SB	NB	SB
SR-22 East to I-605	F	F	F	F	E	F	F	E
Brookhurst to SR-22 East	F	F	F	F	F	F	F	F
SR-73 to Brookhurst	F	F	F	F	F	F	F	F

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Refer to attached sheet.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Refer to attached sheet.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

Table 1 shows Opening Year (2020) AADT and LOS on I-405 under the No-Build and Build Alternatives. The AADT and LOS for each build alternative are similar and are represented by one data set. The build alternatives would increase total and truck AADT by approximately 10% along the I-405 alignment. The truck percentage would be identical to No Build conditions at 3 to 3.5%. As shown in Table 2, the increased capacity would improve the AM and PM LOS despite the increased AADT.

Table 3 shows Horizon Year (2040) AADT and LOS on I-405 under the No-Build and Build Alternatives. The build alternatives would increase total and truck AADT by approximately 15 percent along the I-405 alignment. The truck percentage would be identical to No Build conditions at 3 to 3.5%. As shown in Table 4, the northbound AM and southbound PM LOS would improve from F to E along the SR-22 East to I-605 segment. The other segments would continue to operate at LOS F.

During the opening year, the I-405 project may redistribute carpool and transit traffic from local streets onto the I-405 corridor. Most users of express lanes will likely commute between Orange County and Los Angeles County and will not be diverted to local streets.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The EPA Transportation Conformity Guidance includes the following relevant direction regarding Projects of Air Quality Concern (POAQC):

1. New or expanded highway projects that have a significant number or significant increase in diesel vehicles (defined as greater than 125,000 AADT and 8% or more such AADT is diesel truck traffic); and
2. Projects affecting intersections that are at a Level of Service D, E, F with a significant number of diesel vehicles, or that will change to Level of Service D, E, F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

As shown in Tables 1 and 3, I-405 AADT would exceed the FHWA POAQC criterion of 125,000 but truck percentages would be less than half of the 8% threshold. In addition, the proposed project would not increase diesel vehicle percentages at any intersection and would not make the LOS worse at related intersections. Under the EPA guidance, the proposed project would not be a POAQC. It is also noteworthy that a regional criteria pollutant analysis has shown that regional PM emissions would be reduced by approximately 17% in 2020 and 26% in 2040 due to improved vehicle speeds resulting from implementation of the proposed project. The improved speeds would also reduce vehicle idling and associated localized emissions.

Because the proposed project is not considered a POAQC, the CAA and 40 CFR 93.116 requirements were met without a hot-spot analysis, since the build alternatives have been found to not be of air quality concern under 40 CFR 93.123(b)(1); therefore, implementation of the proposed project is not anticipated to contribute to additional exceedances of the NAAQS or CAAQS.

Table A: Arterial Average Daily Traffic: I-405 Freeway Interchanges

		---- TOTAL VEHICLES ----			TRUCK PERCENTAGE	----- TRUCKS -----		
Arterial	Segment Limits	Existing Year (2009)	Project Opening Year (2020)	Project Design Year (2040)	All Years	Existing Year (2009)	Project Opening Year (2020)	Project Design Year (2040)
Fairview Road Interchange at I-405								
Fairview Road	MacArthur Boulevard to South Coast Drive	40,480	53,070	61,420	1%	405	531	614
	South Coast Drive to I-405 SB Ramps	51,780	57,490	61,280	1%	518	575	613
	I-405 SB Ramps to Baker Street	46,660	48,360	49,490	1%	467	484	495
Harbor Boulevard & Hyland Avenue Interchange at I-405								
South Coast Drive	I-405 NB On-Ramp to Harbor Boulevard	9,990	13,440	15,730	1%	100	134	157
Harbor Boulevard	South Coast Drive to I-405 NB Ramps	56,550	64,620	69,960	1%	566	646	700
	I-405 NB Ramps to I-405 SB Ramps	44,470	56,910	65,150	1%	445	569	652
	I-405 SB Ramps to Gisler Avenue	69,580	72,120	73,790	1%	696	721	738
Euclid Street/Ellis Avenue Interchange at I-405								
Euclid Street/Ellis Avenue	Talbert Avenue to I-405 NB Ramps/Newhope Street	20,630	33,590	42,170	1%	206	336	422
	I-405 NB Ramps/Newhope Street to I-405 SB Ramps	28,960	38,150	44,230	1%	290	382	442
	I-405 SB Ramps to Ward Street	29,140	35,870	40,320	1%	291	359	403
Brookhurst Street & Talbert Avenue Interchange at I-405								
Brookhurst Street	Slater Avenue to I-405 NB Ramps	52,140	57,560	61,150	1%	521	576	612
	I-405 NB Ramps to I-405 SB Ramps	55,100	59,260	62,020	1%	551	593	620
	I-405 SB Ramps to Talbert Avenue	51,760	55,940	58,700	1%	518	559	587
Talbert Avenue	Bushard Street to Brookhurst Street	27,140	31,410	34,240	1%	271	314	342
	Brookhurst Street to Ward Street	19,870	24,340	27,300	1%	199	243	273
Magnolia Street & Warner Avenue Interchange at I-405								
Magnolia Street	Heil Avenue to I-405 NB On-Ramp	37,740	41,240	43,550	1%	377	412	436
	I-405 NB On-Ramp to I-405 SB Ramps	34,450	38,310	40,860	1%	345	383	409
	I-405 SB Ramps to Warner Avenue	33,950	35,840	37,090	1%	340	358	371
Warner Avenue	Magnolia Street to I-405 SB Ramps	44,170	45,770	46,840	1%	442	458	468
	I-405 SB Ramps to I-405 NB Ramps	38,570	40,610	41,970	1%	386	406	420
	I-405 NB Ramps to Bushard Street	35,880	37,860	39,170	1%	359	379	392
Beach Boulevard & Edinger Avenue Interchange at I-405								
Beach Boulevard	McFadden Avenue to I-405 NB Ramps	66,330	79,230	87,780	2%	1,327	1,585	1,756
	I-405 NB Ramps to I-405 SB Ramps	75,100	87,130	95,090	2%	1,502	1,743	1,902
	I-405 SB Ramps to Edinger Avenue	73,240	88,790	99,090	2%	1,465	1,776	1,982
Edinger Avenue	Beach Boulevard to I-405 SB On-Ramp	31,120	32,370	33,200	1%	311	324	332
	I-405 SB On-Ramp to Newland Street	20,370	22,390	23,720	1%	204	224	237

Table A: Arterial Average Daily Traffic: I-405 Freeway Interchanges

		---- TOTAL VEHICLES ----			TRUCK PERCENTAGE	----- TRUCKS -----		
Arterial	Segment Limits	Existing Year (2009)	Project Opening Year (2020)	Project Design Year (2040)	All Years	Existing Year (2009)	Project Opening Year (2020)	Project Design Year (2040)
Goldenwest Street & Bolsa Avenue Interchange at I-405								
Goldenwest Street	Sowell Avenue to I-405 NB On-Ramp	28,130	35,100	39,720	1%	281	351	397
	I-405 NB On-Ramp to I-405 SB Ramps	40,570	44,380	46,900	1%	406	444	469
Bolsa Avenue	Goldenwest Street to I-405 SB Ramps	41,670	43,180	44,190	1%	417	432	442
	I-405 NB Ramps to Hoover Street	21,130	24,320	26,430	1%	211	243	264
Springdale Street & Westminster Boulevard Interchange at I-405								
Springdale Street	Meinhardt Road/Navajo Road to I-405 SB Off-Ramp	18,980	19,670	20,120	1%	190	197	201
	I-405 SB Off-Ramp to Westminster Boulevard	25,310	26,230	26,840	1%	253	262	268
Westminster Boulevard	Springdale Street to I-405 SB Ramps	41,180	43,110	44,380	1%	412	431	444
	I-405 NB Ramps to Edwards Street	30,400	34,240	36,790	1%	304	342	368
Bolsa Chica Road/Valley View Street & Garden Grove Boulevard Interchange at I-405								
Garden Grove Boulevard	Valley View Street to I-405 NB Off-Ramp/SR-22 EB Ramps	32,310	33,490	34,270	1%	323	335	343
Valley View Street	Cerulean Avenue to SR-22 WB & I-405 NB Ramps	55,610	57,630	58,980	1%	556	576	590
	SR-22 WB & I-405 NB Ramps to Garden Grove Boulevard	64,140	66,480	68,020	1%	641	665	680
Bolsa Chica Road	Garden Grove Boulevard to I-405 SB Ramps	49,950	57,920	63,190	1%	500	579	632
	I-405 SB Ramps to Old Bolsa Chica Road	47,810	57,820	64,460	1%	478	578	645
Seal Beach Boulevard Interchange at I-405								
Seal Beach Boulevard	Lampson Avenue to I-405 NB Ramps	46,970	57,120	63,850	1%	470	571	639
	I-405 NB Ramps to I-405 SB Ramps	44,500	54,130	60,520	1%	445	541	605
	I-405 SB Ramps to Westminster Avenue	31,950	42,990	50,310	1%	320	430	503

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TCWG Project-Level PM Hot Spot Analysis Project Lists

Review of PM Hot Spot Interagency Review Forms

January 2011	Determination
LA0G230	Not a POAQC - Hot Spot analysis not required
ORA001105	Not a POAQC - Hot Spot analysis not required
ORA030605	POAQC - Requires Qualitative Hot Spot Analysis
SBD_20040210 SBD_20040210_Figure 1-1 SBD_20040210_Figure 1-2 SBD_20040210_Figure 1-3 (Part1) SBD_20040210_Figure 1-3 (Part2) SBD_20040210_Figure 1-3 (Part3)	Not a POAQC - Hot Spot analysis not required

Appendix K

Conformity Sheets

ORANGE COUNTY RTP PROJECTS				
SYS- TEM*	RTP ID	ROUTE	DESCRIPTION	PROJECT COST (\$1,000'S)
S	ORA000115	90	IMPERIAL HWY SMART ST (LAC TO HARBOR) RESTRIPE 4 TO 6 LNS (LAC LINE TO IDAHO ST. ADD RAISED MEDIAN. MODIFY MEDIANS AT 4 INTSECS. ADD BUS PADS, TURNOUTS,(COMBINES ORA028 AND ORA029)	\$10,663
S	ORA021201	90	IMPERIAL HWY SMART ST (HARBOR TO SR57) RESTRIPE 4 - 6 LNS (HARBOR BLVD & BERRY ST MEDIAN MODIFICATNS AT PUENTE INTERSEC. BUS PADS, BUS TURNOUTS & SOUNDWALLS AT VAR LOCATIONS	\$2,541
S	ORA030601	91	ADD 1 MF LANE E/B BTWN 91/55 CONNECTOR & E OF WEIR CYN RD IC -- W/B BTWN E OF WEIR CYN RD IC & IMPERIAL HWY; MODIFY W/B ON RAMP FROM LAKEVIEW AVE TO IMPRV MERGE - 0G3300	\$118,658
S	ORA040601	91	ACQUIRE AND INSTALL VALUE PRICING PILOT SYSTEM ON THE 91 EXPRESS LANES TO TEST VIABILITY OF DYNAMIC PRICING OF TOLL LANES	\$1,089
S	ORA120336	91	SR-91 EASTBOUND LANE ADDITION BETWEEN SR-241 & SR-71, & IMPROVE NB SR-71 CONNECTOR FROM SR-91 TO STD; ONE LANE AND SHOULDER WIDTH.	\$96,481
S	ORA050	241	ETC(RTE 241/261/133) (RTE 91 TO I-5/JAMBOREE) EXISTING 2MF EA DIR, 2 ADD'L MF EA DIR., PLUS CLIMBING AND AUX LNS AS REQ BY 2015 PER SCAG/TCA MOU 4/5/01. TCM. ADD INTERCHANGE AT WEIR CANYON AND JEFFREY. (INTERIM PHASES INCLUDED IN PROJ.-ECT. SEE MODEL LIST FOR FURTHER DETAIL)	\$548,000
S	ORA051	241	(FTC-N) (OSO PKWY TO ETC) (13MI) EXISTING 2MF IN EA DIR. 2 ADDITIONAL MF LANES, PLS CLIMBING AND AUX LANES AS REQ BY 2015 PER SCAG/TCA MOU 4/5/01. TCM. RAMP IMPROVEMENTS IN EAST ORANGE. (INTERIM PHASES INCLUDED IN PROJECT. SEE MODEL LIST FOR FURTHER DETAIL)	\$118,000
S	ORA052	241	(FTC-S) TOLL RD (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2013; AND 1 ADDITIONAL MF EA. DIR. PLS CLIMBING AND AUX LANES AS REQ BY 2030 PER SCAG/TCA MOU 4/5/01. 2013 (2+2) AND 2030 (3+3) TCM.	\$705,000
S	ORA000111	405	NEW OFF-RAMP ON I-405 AT SUSAN STREET @ S. COAST DRIVE (REPLACED W/ORAO00186, ORAO00110, ORAO00182, ORAO00191. (FROM 0 TO 1 LANE)	\$2,402
S	ORA020103	405	COSTA MESA (FAIRVIEW RD @ I-405 INTERCHANGE) ADD 3RD S/B LEFT-TURN LANE AND 3RD S/B I-405 ONRAMP LANE.	\$7,330
S	ORA020110	405	I-405 NORTHBOUND AUXILIARY LANE (MAGNOLIA TO BEACH BLVD) ADD ONE AUX. LANE N/B & S/B -- FROM 5 TO 6 LANES IN EACH DIRECTION.	\$25,652
S	ORA030605	405	CONSTRUCT ONE ADDITIONAL ALL PURPOSE LANE IN EACH DIRECTION ON I-405 AND PROVIDE ADDITIONAL CAPITAL IMPROVEMENTS FROM SR 73 THROUGH THE LA COUNTY LINE #317	\$635,234
S	ORA045	405	BOLSA AVE (CHESTNUT TO GOLDENWEST) WIDEN BOLSA AVE BRIDGE FROM 4 TO 6 LANES	\$2,200
S	ORA100507	405	CONSTRUCT FOURTH NB THROUGH LANE ON BEACH BLVD AT THE I-405 INTERCHANGE AND REMOVE OFF-RAMP ON I-405 AT BEACH (NORTH-EAST CORNER OF BEACH/EDINGER)	\$1,138
L	ORA000109	0	COSTA MESA - NB HARBOR BLVD (SB ON RAMP TO SUNFLOWER DR) CHANNELIZATIONS AND OPERATIONS IMP AT THE 1-405 INTER-CHANGE	\$3,372
L	ORA000110	0	KATELLA AVE SMART ST (HUMOR TO JEAN) WIDEN FRM 4 TO 6 LANES	\$11,607

State Highway

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
ORA100507	Orange	SCAB	O346	ORA100507	NCRH3	405	10.2	24.1	S	NON-EXEMPT	0	2008
							PTC	500	Agency	WESTMINSTER		

CONSTRUCT FOURTH NB THROUGH LANE ON BEACH BLVD AT THE I-405 INTERCHANGE AND REMOVE OFF-RAMP ON I-405 AT BEACH (NORTH-EAST CORNER OF BEACH/EDINGER)

Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
DEMO-SAFETEA-LU	400			400		400						400
AGENCY	100			100		100						100
ORA100507 Total	500			500		500						500

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
ORA030605	Orange	SCAB		ORA030605	CAR63	405	10.3	24	S	NON-EXEMPT	0	2008
							PTC	5,587	Agency	ORANGE COUNTY TRANS AUTHORITY (OCTA)		

CONSTRUCT ONE ADDITIONAL ALL PURPOSE LANE IN EACH DIRECTION ON I-405 AND PROVIDE ADDITIONAL CAPITAL IMPROVEMENTS FROM SR 73 THROUGH THE LA COUNTY LINE #317

Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
DEMO-SAFETEA-LU	2,069			2,069	1,655	414						2,069
ORANGE M2 - FREEWAY	3,518			3,518	3,150	368						3,518
ORA030605 Total	5,587			5,587	4,805	782						5,587

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
ORA020103	Orange	SCAB	O275	ORA020103	CARH3	405	11.8	11.8	S	NON-EXEMPT	0	2008
							PTC	7,330	Agency	COSTA MESA		

COSTA MESA (FAIRVIEW RD @ I-405 INTERCHANGE) ADD 3RD S/B LEFT-TURN LANE AND 3RD S/B I-405 ONRAMP LANE.

Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
CITY FUNDS	315		3,350	3,665	315	3,350						3,665
ORANGE M - REG I/C	315		3,350	3,665	315	3,350						3,665
ORA020103 Total	630		6,700	7,330	630	6,700						7,330

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
ORA045	Orange	SCAB	2124	ORA045	CAR63	405	17.8		S	NON-EXEMPT	0	2008
							PTC	2,200	Agency	WESTMINSTER		

BOLSA AVE (CHESTNUT TO GOLDENWEST) WIDEN BOLSA AVE BRIDGE FROM 4 TO 6 LANES

Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
CITY FUNDS	100		2,100	2,200				2,200				2,200
ORA045 Total	100		2,100	2,200				2,200				2,200

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
ORA001103	Orange	SCAB		REG0701	SHP03	999			S	EXEMPT	0	2008
							PTC	46,085	Agency	CALTRANS		

LUMP SUM AT VARIOUS LOCATIONS IN ORANGE COUNTY, ROADWAY PRESERVATION PROJECTS (PROJECTS CONSISTENT W/40 CFR PART 93.126,127,128, EXEMPT TABLES 2 & 3)

Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
SHOPP - ADVANCE CONSTRUCTION			40,799	40,799			7,788	10,047	22,964			40,799
STATE CASH- SHOPP			5,286	5,286			1,009	1,302	2,975			5,286
ORA001103 Total			46,085	46,085			8,797	11,349	25,939			46,085